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Identification Information and Maintenance Sleeve for Recovery and Storage Vessels

Field of the Invention

This invention relates generally to proper labeling and transport of used waste material, and more particularly, to the improved method and apparatus for labeling such Recovery and Storage Vessels ("RSV"s) of a type commonly used for numerous commercial applications.

Background of the Invention

There is presently a need for a new, better method and apparatus for labeling waste containers used to hold gasses and liquids which are classified as 2.2 non flammable and are ozone depleting substances as defined by the Montreal Protocol. RSVs need to be labeled for several reasons. The current methods for labeling RSVs do not homogenously and completely satisfy these needs in one cohesive, legal label. Legally labeling a cylinder, which contains waste, is of critical importance considering the primary handlers of the waste, are





However, the cost of such cleaning is highly inefficient, particularly when knowing the history of recovery and storage vessels would lead to far fewer cleanings. As a result, lacking a quality label on the recovery and storage vessels can become costly.

Labels are also necessary for some government regulations. The Department of Transportation requires the contents of recovery and storage vessels be properly labeled for interstate transportation. A label must be properly fixed to the recovery and storage vessel to avoid losing the label and violating DOT regulations. Similarly, the label must be sufficiently removable to allow changing labels when the contents of the recovery and storage vessel change. Trucking companies and any handlers of refrigerant material are required by law to have the handling content and safety information contained on these labels. Therefore DOT regulations play a role in devising a proper label.

Handlers of this material are required to be informed of the safety treatment, safety handling and proper precautions for this material. First aid measures for possible accidents or events associated with the refrigerant materials should be listed on the recovery and storage vessel. Anyone coming into contact with the container should know what material they are dealing with. Present labeling systems often only identify the materials as recovered refrigerants. Cylinder owners require notification should leaking occur in transit. It is important refrigerant recovery cylinders contain this material and safety information.

Recovery and storage vessel labeling is also important for disposal of the containers. Environmental regulations specify the necessary steps for tracking and disposing of hazardous materials. Failure to keep containers carefully labeled can result in accidentally disposing of the materials in an improper manner. A proper label can assist recovery and storage vessel users in their efforts to protect the environment.

Recovery and storage vessels are usually shipped for refilling or other purposes. Owners would like a convenient means for putting shipping information or the reason for shipping on the container to make sure the container reaches its destination and used for its intended purpose. The needs of owners and others to label a container require a label of sufficiently large size to satisfy all of their needs.

Existing labeling practices and methods for refrigerant recovery cylinders do not meet all these tracking, identification and information requirements. Previous means of labeling recovery and storage vessels have proven ineffective. One method previously used to label recovery and storage vessels is tying a label made of paper or similar material to the container. Unfortunately, paper labels are prone to being destroyed in transit. Also, the strings used to tie the labels often breaks, causing the label to become lost. These cylinders are often used outdoors where rain and weather damage will destroy other labels. Another problem with paper labels is they are normally of insufficient size to carry all the information on them that is desirable in an organized manner. Finally, some of the DOT regulations require warnings of greater size than a paper label

can bear, or more permanent attachment than string. Therefore this type of labeling fails in a number of ways.

Another means of labeling recovery and storage vessels is painting the containers. Painting a cylindrical object is often clumsy. Painting is normally done with a can of spray paint, which makes broad lines, which makes inefficient use of the space available on the side of a recovery and storage vessel. Also, painting labels require further painting to remove the labels once the container is used for another purpose, which is an unnecessary expense. Sometimes users of the containers will paint over recovery and storage vessel histories to leave their own information on the containers, frustrating the purpose of the original marking. Environmentally, painting cannot be done everywhere because of air emission standards, which further restricts the use of painting application. Therefore painting is an unsatisfactory method of labeling.

Another means of labeling recovery and storage vessels is by attaching adhesive labels to the containers. Adhesive labels come in various forms and can be attached anywhere around the cylinder, which makes it more difficult to locate information. The searching for the appropriate labels makes processing the cylinder for recovery slow and difficult. The adhesive labels are often damaged in transit. The adhesive labels also must be removed every time a recovery and storage vessel is reused. Label removal often requires sandblasting or tedious scraping, which also damages and removes paint from the cylinder. The effort required to scrape and remove old labels normally results in the old labels remaining fixed to the container well after they are no

longer applicable. New labels are then confused with old labels and the entire purpose of having the labels becomes frustrated.

The final means of labeling refrigerant containers is used primarily for virgin (new) containers, as opposed to recovery (re-used) containers. Virgin material containers are stored in cardboard boxes with content information printed on the box exterior. This method of labeling has proven to be too costly and inefficient for recovery and storage vessels, which are processed with a starkly different method than virgin refrigerants.

#### Summary of the Invention

The present invention is a novel method and apparatus for labeling recovery and storage vessels. The apparatus is a shrink-wrap label for labeling recovery and storage vessels. The label, when applied, will have plenty of space, much more than previously available, to list materials recently contained within the recovery and storage vessel. Some of the information contained on the label will be preprinted while other areas of the label will be writeable for listing use specific information. The label will have sufficient space and organized locations for DOT warnings, names of wholesale distributors, shipping consolidators, and other interim handlers of the containers, and owner's or user's notes. The label can identify the cylinder owner and provide emergency contact numbers as well as an Internet location for an MSDS sheet containing handling and safety information for the refrigerant material. The label should contain

reference to common identification terms, including chemical names and UN numbers for commonly recovered chemical refrigerants.

The label will sufficiently adhere to the container to maintain the list of materials recently contained. The label's durability will provide more convenient means for tracking and properly disposing of environmentally dangerous materials. The label will not be easily destroyed or lost, like paper labels. The label will also be more easily removed and neater than painting the recovery and storage vessels or attaching adhesive labels. Therefore this method and apparatus for labeling recovery and storage vessels is a substantial improvement on previous labeling means.

It is an object of the present invention to provide a single label for an RSV capable of displaying all the information necessary for handling the RSV.

It is another object is to provide a method of relabeling RSVs in which new identifying indicia and instructional information is applied to the cylinder and all old information is removed from the cylinder as an incident to the recycling process without the necessity for separate or adhesively applied labeling.

Another object of the present invention is to provide a label for complying with all Department of Transportation and Environment Protection Agency regulations for labeling waste containers.

Yet another object is to provide safety information on the RSVs to advise the general public of the contents of the RSVs and the related safety concerns.





vessel using the same methods that normal shrink-wrap employs. Recovery and storage vessel owners or users begin with empty vessels with the "fresh" sleeves in place to eventually fill out the information on the sleeve concerning the contents and source of the vessel contents. Upon returning the vessels to the refrigerant reclamation center, the contents are analyzed and pumped out. The old sleeve is removed and a new one applied, starting the cycle again.

In addition to the sleeve being useful for informational purposes, the protective sleeve will save painting the vessel each reclamation, identify the vessel, identify the vessel owner, prolong the life of the cylinder, save hours of maintenance and preparation, present a more professional service, and provide various information required by the DOT for over-highway shipment of these refrigerant materials and high pressure vessels, all in a clear, concise and easily referenced and used manner.

This invention is a shrink-wrap label removably attached to recovery and storage vessels in a durable manner. Different embodiments of the invention will carry at least elements of the following group on the label - safety warnings, medical information, source of the vessel, information about the source of the vessel, billing information, customer information, vessel owner information, customer notes, MSDS contact information, hazard warnings, vessel content information, DOT required information and recovery and storage vessel information. This invention also carries an inventive use of attaching the novel label to recovery and storage vessels through heat shrink. The inventive method can be further specified as removing the shrink wrap labels from vessels when

the vessels are emptied and using additional labels as the vessels are sent to be refilled with either similar or different materials.

Referring now more particularly to the drawings, there is shown in Figure 1 an illustrative refrigerant cylinder 10 embodying the present invention. The cylinder 10 has a hollow refrigerant containing body 12 with a top and bottom 14, 15. A conventional valve 16 is mounted in the top 14 for emptying or charging the body 12 with refrigerant or other similar substance as needed. Also, a collar 18 is mounted to the top 14 to protect the valve 16. It will be understood that the cylinders 10 are constructed consistent with industry standards.

In accordance with the invention, the refrigerant cylinder 10 has a heat-shrink plastic sleeve 20 or cover in tight fitting surrounding relation to the body 12 for providing all the labeling required for a refrigerant recovery cylinder 10. To this end, the body 12 has a plastic sleeve 20 preferably made of a linear heat-shrink, polyvinyl chloride ("PVC") material. The PVC material of the sleeve may be commercially available type having a relatively thin gauge thickness, such as about 0.002-0.003 mm.

In further carrying out the invention, the heat-shrink plastic sleeve 20 is printed with indicia 22 and operating instructions so as to eliminate the necessity for separate adhesively applied labeling.

The sleeves 20 may be produced by pre-printing an elongated web of PVC heat-shrinkable plastic, folding the web over upon itself, heat-sealing the longitudinal edges, and cutting the web into the individual sleeves 20 along longitudinally spaced cut lines. The heat-shrink plastic sleeves 20 are formed



